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## DEPARTMENT OF CITY PLANNING 450 McALLISTER STREET • SAN FRANCISCO CALIFORNIA 94102

NOTICE THAT AN  
ENVIRONMENTAL IMPACT REPORT  
IS DETERMINED TO BE REQUIRED

DOCUMENTS DEPT.

JUL 14 1986

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Date of this Notice: July 11, 1986

Lead Agency: City and County of San Francisco, Department of City Planning  
450 McAllister Street, San Francisco, CA 94102

Agency Contact Person: Carol Roos

Telephone: (415) 558-5261

Project Title: 86.85E:  
600 California Street,  
Federal Home Loan Bank  
of San Francisco

Project Sponsor: Federal Home Loan Bank of  
San Francisco

Project Contact Person: Raymond Terwilliger, Jr.

Project Address: 600 California St., the west side of Kearny St. from Sacramento to  
Assessor's Block(s) and Lot(s): Lots 3 and 26, in Assessor's Block 241 California Sts.

City and County: San Francisco

Project Description: Demolition of a nine-story office building and a three-story parking garage. Construction of an office and retail building stepped from about 138 feet-tall, nine stories (at Sacramento St.) to about 244 feet-tall, 18 stories (at California St.), plus subsurface parking. The project would contain about 328,000 gross square feet (gsf.) of office, 15,600 gsf. of retail, 7,500 gsf. of open space, 230 parking spaces, up to five service and loading spaces.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and the following reasons, as documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

Please see attached Initial Study

Deadline for Filing of an Appeal of this Determination to the City Planning  
Commission: July 21, 1986.

An appeal requires: 1) a letter specifying the grounds for the appeal, and;  
2) a \$35.00 filing fee.

REF

711.4097

3197

*Barbara W. Sahm*  
Barbara W. Sahm, Environmental Review Officer



Initial Study  
600 California Street  
Federal Home Loan Bank of San Francisco  
86.85E

I. PROJECT DESCRIPTION

The proposed project would be the demolition of a nine-story office building and a three-story parking garage and construction of an office and retail building, plus subsurface parking. The site is bounded by California, Kearny and Sacramento Streets and by development on the west (see Figure 1, p. 2); the main building entrance and address would be on California Street. The new building would include three levels of subsurface parking with mechanical space; ground floor retail, open space and service space; 17 floors of office space and a mechanical penthouse. The project would contain about 328,000 gsf of office, 15,600 gsf of retail, and 7,500 gsf of public open space, and about 230 parking spaces on two to three subsurface levels. The proposed building would step down from about 244 ft., 18 stories, at the corner of California and Kearny Streets to about 138 ft., nine stories, at the corner of Kearny and Sacramento Streets (see Figure 2, p. 3). The mechanical level would extend another 15 ft., for a total height of 259 ft. at California and Kearny; there would be no mechanical level extending above the lower portion of the building along Kearny and Sacramento Streets. Up to three service vehicle and two van service loading spaces would be provided. Service loading and parking access would be from Sacramento Street. The Floor Area Ratio (FAR) on the project site would be 12:1. The project proposes the use of about 87,300 gsf of Transferable Development Rights (TDRs) from as-yet unidentified lots.

The project sponsor is the Federal Home Loan Bank of San Francisco. The project architect is Kohn Pederson Fox Associates. Project plans are on file and available for public review at the Office of Environmental Review, Department of City Planning, 450 McAllister Street, San Francisco.

The 31,822-sq.-ft. site includes Lots 3 and 26 of Assessor's Block 241, in the financial district (see Figure 1, p. 2). The site is in the C-3-O (Downtown Office) Use District, and the 250-S Height and Bulk District. The basic allowable FAR is 9:1. The maximum allowable FAR with the use of Transferable Development Rights is 18:1.

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600 California Street,  
Federal Home Loan Bank  
1986.

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The 34-story Hartford building abuts the site on the west, and fronts on California Street with a two story garage and service entrance that fronts on Sacramento Street. The 22-story International Building is across California Street, south of the site. The 33-story 580 California Street Building and the 10-story, 530 Kearny Street Building are across Kearny Street, east of the site. Four three-story buildings are across Sacramento Street, north of the site, including the Chinese Chamber of Commerce Building.

The site is occupied by two structures. The existing nine-story 600 California Street building (Lot 3) is owned and occupied entirely by offices of the Federal Home Loan Bank. A three-story parking garage at 551 Kearny Street, also owned by the Bank, occupies the northern portion of the site (Lot 26). Both buildings would be demolished for the project. The existing 600 California Street building contains about 93,086 gsf of office space and 8,386 gsf of basement area, with 29 parking spaces. The garage at 551 Kearny contains 201 parking spaces and a small service office occupied by Hertz Rent-A-Car Corporation. The project would add to the site about 234,914 new gsf of office; 15,600 new gsf of retail; 7,500 gsf of open space; replace 230 parking spaces; and add up to three service loading spaces, and two van service spaces.

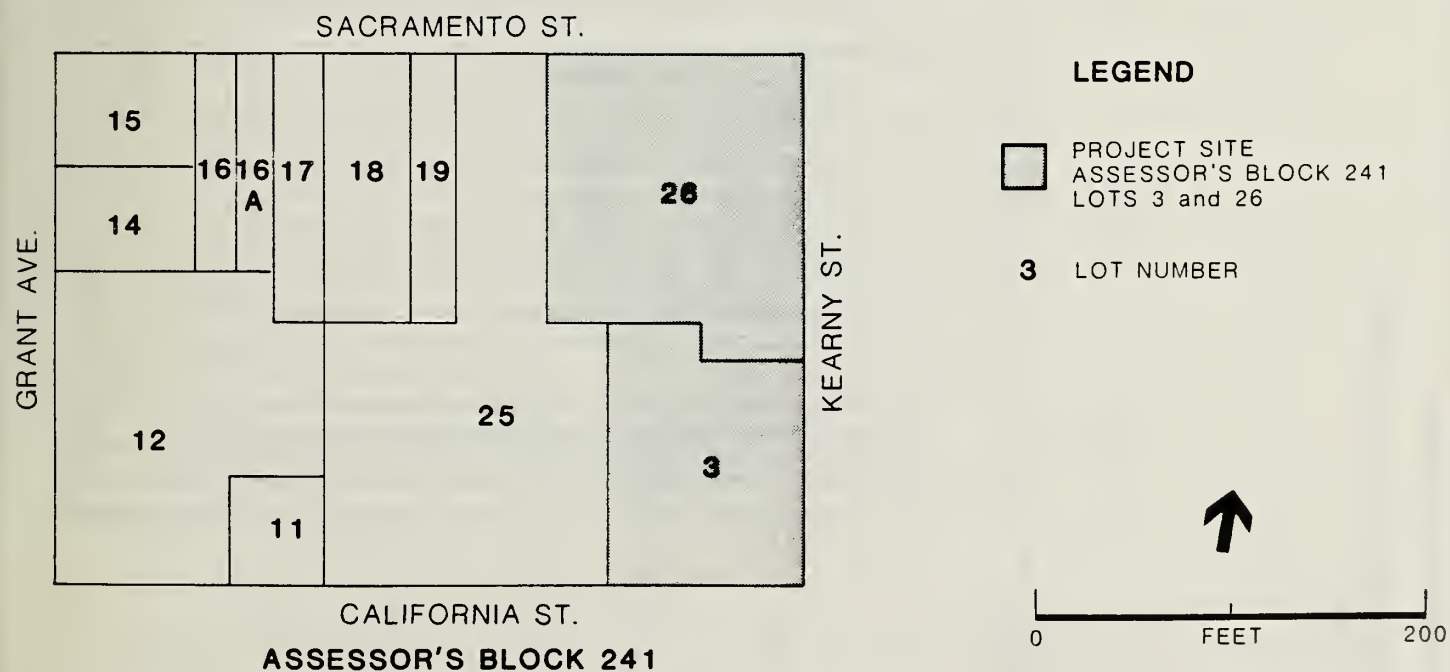
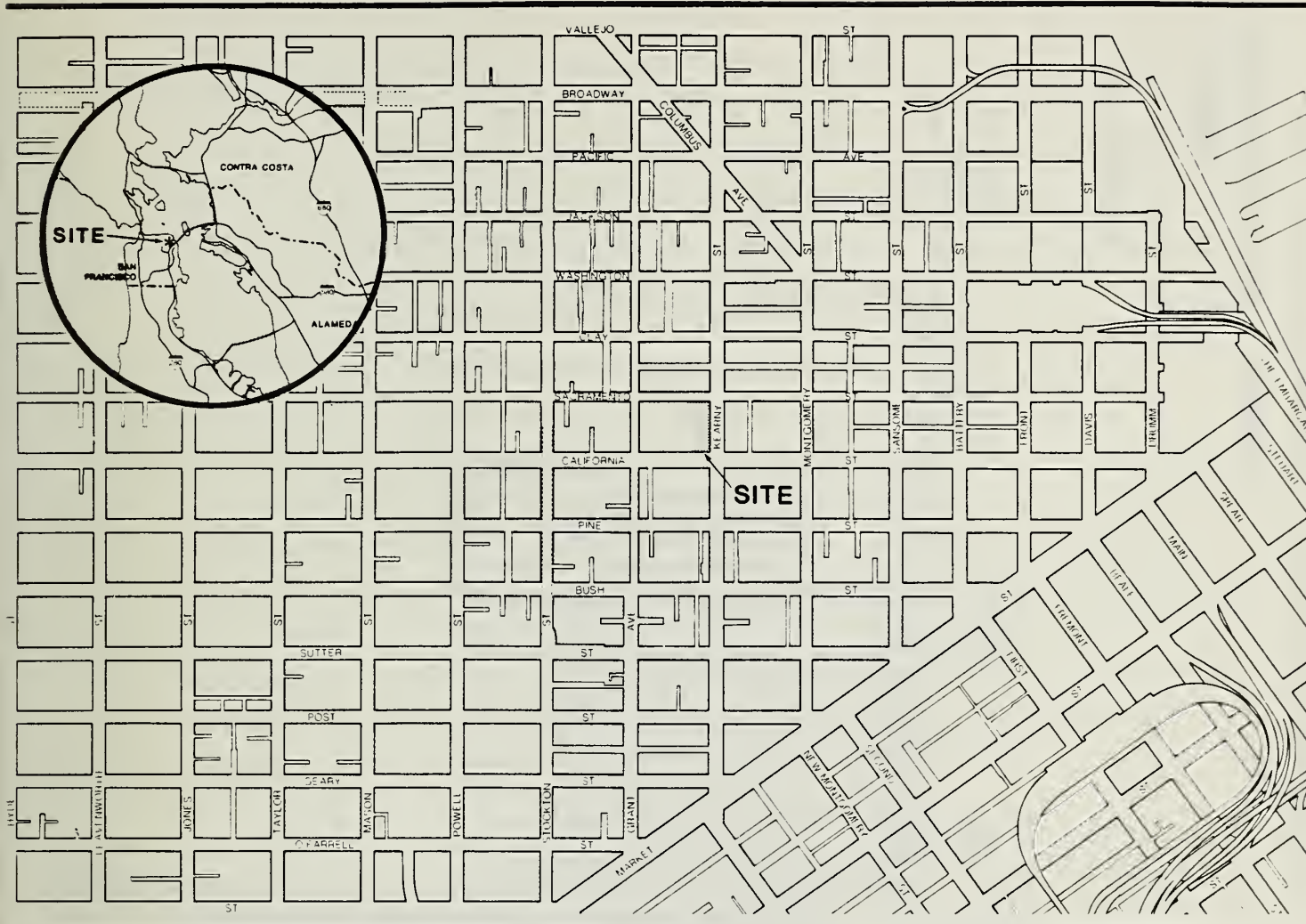
## II. INTRODUCTION

A tiered EIR will be prepared for the proposed 600 California Street, Federal Home Loan Bank of San Francisco project pursuant to Sections 21093 and 21094 of the Public Resources Code, California Environmental Quality Act (CEQA). The EIR will be tiered from the Downtown Plan EIR (EE81.3, Final EIR, certified October 18, 1984) and will analyze project-specific impacts. The EIR will discuss potentially significant effects that were not examined in the Downtown Plan EIR and will include applicable mitigation measures for site specific effects. Cumulative impacts of the development forecast in the C-3 districts to the year 2000 are addressed in the Downtown Plan EIR. That cumulative analysis will not be repeated in the EIR for this project. The Downtown Plan EIR may be examined at the Department of City Planning, 450 McAllister Street, Sixth Floor; the San Francisco Main Library; and various branch libraries.



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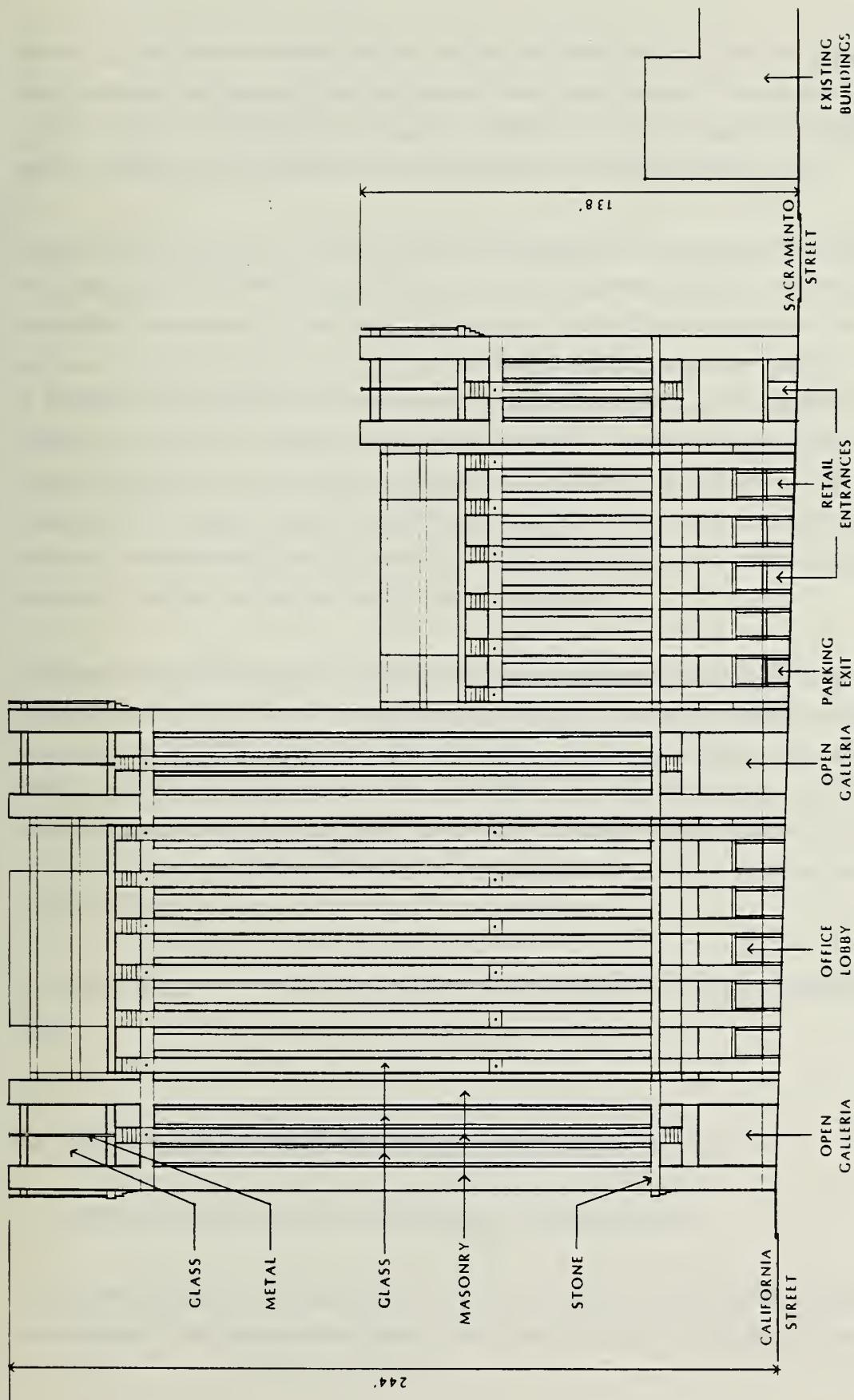
600 California Street  
Federal Home Loan Bank of San Francisco

SOURCE: ESA

**FIGURE 1**  
**SITE AND VICINITY**







**FIGURE 2**  
**KEARNY STREET ELEVATION**

**600 California Street**  
**Federal Home Loan Bank of San Francisco**

SOURCE: Kohn Pedersen Fox Associates



## Tiered Environmental Impact Report

Where a prior environmental impact report has been prepared and certified for a program, plan, policy or ordinance, the lead agency for a later project that meets the specified requirements is required (as of January 1, 1986) to examine significant effects of the later project upon the environment, with exceptions, by using a tiered report.

Agencies are required to tier EIRs which they prepare for separate but related projects including general plans, zoning changes and development projects, in order to avoid repetitive discussions of the same issues in successive EIRs and ensure that EIRs prepared for later projects which are consistent with a previously approved policy, plan, program, or ordinance concentrate on environmental effects which may be mitigated or avoided in connection with the decision on each later project. Tiering is appropriate when it helps a public agency to focus on the issues ripe for decision at each level of environmental review and in order to exclude duplicative analysis of environmental effects examined in previous environmental impact reports. Environmental impact reports shall be tiered wherever feasible, as determined by the lead agency.

The law directs that where a prior EIR has been prepared and certified as noted above, the lead agency shall examine significant effects of the later project on the environment by using a tiered EIR, except that the report on the later project need not examine those effects which were either mitigated or avoided as a result of the prior EIR, or examined at a sufficient level of detail in the prior EIR to enable those effects to be mitigated or avoided by site specific revisions, the imposition of conditions, or by other means in connection with the approval of the later project.

The Initial Study is to assist the lead agency in making the determinations required for tiering.

### III. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

#### A. EFFECTS FOUND TO BE POTENTIALLY SIGNIFICANT

The proposed project is examined in this Initial Study to identify potential effects on the environment. The cumulative impacts of growth in the C-3 districts to the year 2000





were adequately analyzed in the Downtown Plan EIR. It is important to understand the long-term nature of the cumulative analysis of growth over time. The cumulative analysis in the Downtown Plan EIR addresses growth through the year 2000. That analysis of cumulative impacts remains current and valid and there are no new significant effects. Some project-specific potential effects have been determined to be potentially significant, and will be analyzed in an environmental impact report (EIR). They include: the relationship of the project to the Master Plan including the Downtown Plan and the Planning Code; visual quality; project-related transportation; traffic-generated air quality effects; shadow; wind; project-related employment; and cultural resources (archaeology).

## **B. EFFECTS FOUND TO BE INSIGNIFICANT**

The following potential impacts were determined either to be insignificant or to be mitigated through measures included in the project. These items require no further environmental analysis in the EIR:

Land Use: The proposed office and retail uses are principal permitted uses in the C-3-0 District; the project would be compatible with existing and proposed development in the vicinity; it would continue and intensify office uses now existing on the site, and add retail uses.

Glare: Mirrored glass would not be used (see the mitigation measure on p. 31).

Housing: The project would comply with the Office Affordable Housing Production Program Ordinance (see the mitigation measures on page 11). Cumulative and indirect effects including those of the project are addressed in the EIR prepared for the Downtown Plan.

Construction and Operational Noise: The project construction phase would have short-term impacts on the noise environment in the site vicinity. Pile driving would not be required for project construction. Mitigation measures to reduce construction noise are included as part of the project (see p. 31). After completion, building operation and project-related traffic would not perceptibly increase noise levels in the site vicinity. Operational noise would be regulated by the San Francisco Noise Ordinance and the



project would conform to the Noise Guidelines of the Environmental Protection Element of the Master Plan.

Construction Air Quality: Project construction would have short-term impacts on air quality in the site vicinity. Mitigation measures to reduce particulate and hydrocarbon emissions generated during construction activities are included as part of the project (see pp. 31-32).

Utilities/Public Services: The project would increase the demand for utilities and public services but would not require additional personnel or equipment.

Biology: The project site is completely developed; therefore, the project would not affect vegetation or wildlife.

Geology/Topography: A preliminary geotechnical investigation has been made for the project, and a final detailed geotechnical report would be prepared prior to commencement of construction, by a California-licensed geologic engineer. The project sponsor and contractor would follow the recommendations of the final report regarding any excavation and construction for the project. Measures to mitigate potential impacts associated with excavation and dewatering are included as part of the project (see p. 32).

Water: The site is completely covered by impervious surfaces; therefore, the project would not affect drainage patterns or water quality. See also the measures referenced above to mitigate potential impacts of dewatering and excavation.

Energy/Natural Resources: The project would be designed to comply with performance standards of Title 24 of the California Administrative Code, regarding energy conservation. Its annual energy budget would be about 77,600 Btu per sq. ft., or about 54% of the allowable budget of 144,000 Btu per sq. ft. Peak electrical energy and natural gas use would coincide with PG&E's systemwide peaks. Cumulative and indirect effects including those of the project are addressed in the EIR prepared for the Downtown Plan. Energy mitigations measures would be included as part of the project (see pp. 33-34).

Hazards: The project would not create a health hazard or be affected by hazardous uses. Mitigation measures to assure project compliance with the City's Emergency Response Plan are included in the project (see p. 34).





A. <u>COMPATIBILITY WITH EXISTING ZONING AND PLANS</u>	Not <u>Applicable</u>	<u>Discussed</u>
*1) Discuss any variances, special authorization, or changes proposed to the City Planning Code or Zoning Map, if applicable.	_____	<u>  X  </u>
*2) Discuss any conflicts with the Comprehensive Plan of the City and County of San Francisco, if applicable.	_____	<u>  X  </u>
*3) Discuss any conflicts with any other adopted environmental plans and goals of the City or Region, if applicable.	<u>  X  </u>	_____

The Downtown Plan, and the Planning Code sections implementing it, contain controls of the scale, intensity, and location of growth in downtown San Francisco; architectural preservation; open space; sunlight access; wind; and transportation.

The project would be consistent with the Downtown Plan (with allowable exceptions--, see below) and the zoning for the site, and would thus meet this requirement for a tiered EIR. The Chinatown Plan study area adjoins the site on the north. The relationship of the project to the Chinatown Plan will be discussed in the EIR. (Interim Controls for Chinatown were initiated June 1986, and the Chinatown Plan is in process.)

The project would require exceptions in accordance with the provisions of Section 309 under Section 270 Bulk Limits to exceed the maximum diagonal and length dimensions and the maximum floor area sizes at the upper tower portions of the building and at some of the lower tower portions. The project would also require an exception from the required 15-ft. setback from interior property lines, or center of street specified in Planning Code Section 132.1(c) Separation of Towers. Exception to the setback requirement may be permitted in accordance with the provisions of Section 309 under Section 132.1 subsections (c)2B and (c)2C. The project would require approval under Sections 309 and 321 of the City Planning Code. The project's relationship to the Downtown Plan and Planning Code will be discussed in the EIR.

The project would not conflict with adopted environmental plans or goals.

\*Derived from State EIR Guidelines, Appendix C, normally significant effect.



B. ENVIRONMENTAL EFFECTS

Yes    No    Discussed

1) Land Use. Could the project:

- \* (a) Disrupt the physical arrangement of an established community?
- (b) Have any substantial impact upon the existing character of the vicinity?

_____	<u>X</u>	<u>X</u>
_____	<u>X</u>	<u>X</u>

The project site is located in the City's financial district, an area characterized by office buildings of various ages and sizes. Upper floors of structures are generally office with ground floors containing banking, office-support retail, and parking. The project would replace existing office uses, at a greater intensity, and would add retail uses to the site. The number of parking spaces at the site would remain the same.

Section 210.3 of the City Planning Code states that the C-3-0 (Downtown Office) District, "playing a leading role in finance corporate headquarters and service industries, and serving as an employment center for the region, consists primarily of high quality office development." The project would be compatible with the C-3-0 land use designation.

Land use to the south, east and west in the site vicinity consists predominantly of high-rise office buildings, many of which are related to banking, finance and commerce, with some ground-level retail uses. Land use to the north and northwest is predominantly low- and mid-rise commercial buildings characteristic of Chinatown which is northwest of the site.

As noted, neighboring buildings to the south, east and west are newer high-rise high intensity office buildings in the financial district, including the Bank of America building (diagonally southeast across California Street from the site), the recently completed 580 California Street building (east of the site across Kearny Street), the Hartford building (immediately west of site) and the International building (south of the site across California Street). There are four low-rise buildings (3 stories) located north of the site across Sacramento St. The buildings south, and east in the immediate site vicinity range in height from about 325 ft. (International building) to 780 ft. (Bank of America). Most of the buildings north and west of the site are low- to mid-rise and range in heights from about 35 to 45 ft.

Buildings under construction in the site vicinity include the 505 Montgomery and 456 Montgomery buildings at the northwest and southeast corners of the intersection of Montgomery and Sacramento Streets.





The nearest open space in the site vicinity is A.P. Gianninni Plaza, part of the Bank of America headquarters building, located diagonally across California Street from the project site. St. Mary's Square is southwest of the site in the block bounded by Kearny and Grant through the block between California and Pine Streets. Portsmouth Square is two blocks north of the site between Kearny Street and Brenham and Washington and Clay Streets. The Chinese Playground is located about one block west of the site on Sacramento Street between Stockton and Grant Streets.

The project would include development of an office building with ground-level retail use and basement parking and would not change existing blocks or street grids; it would not disrupt or divide the physical arrangement of the area. The project would be similar to land uses in the site vicinity. The intensification of office uses at the site which would result from the project would continue high-rise office development in the site vicinity. In view of the above, the project would not have a substantial impact on the existing office/retail character of the vicinity. This topic does not require further analysis in the EIR.

2) <u>Visual Quality</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
* (a) Have a substantial, demonstrable negative aesthetic effect?	<u>X</u>	<u>    </u>	<u>X</u>
(b) Substantially degrade or obstruct any scenic view of vista now observed from public areas?	<u>    </u>	<u>X</u>	<u>X</u>
(c) Generate obtrusive light or glare substantially impacting other properties?	<u>    </u>	<u>X</u>	<u>X</u>

The project's design, appearance and possible effects on views will be discussed in the EIR. Mirrored glass would not be used in the project; the building would not result in glare affecting other properties (see mitigation, p. 31). The EIR will, therefore, not discuss glare.

3) <u>Population</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
* (a) Induce substantial growth or concentration of population?	<u>    </u>	<u>X</u>	<u>X</u>
* (b) Displace a large number of people (involving either housing or employment)?	<u>    </u>	<u>X</u>	<u>X</u>
(c) Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	<u>    </u>	<u>X</u>	<u>X</u>



Project specific employment information regarding number and type of employees on site, with existing conditions and with the project, will be included in the EIR.

The project would generate a demand for 91 dwelling units according to the Office Affordable Housing Production Program (OAHPP) formula. The project must comply with the OAHPP, Ordinance No. 358-85. Cumulative and indirect effects including those of this project are addressed, and may be found in, the Downtown Plan EIR. That analysis will not be repeated in the 600 California Street, Federal Home Loan Bank of San Francisco, EIR.

The Downtown Plan EIR concluded that population effects resulting from development in the C-3 districts under the Downtown Plan would not be significant. That conclusion would remain true with the project. The Downtown Plan EIR (EE81.3, Final EIR certified October 18, 1984) may be examined at the Department of City Planning, 450 McAllister Street; the San Francisco Main Library; and various branch libraries.

The 235 Pine St. EIR Comments and Responses (84.432E, FEIR certified April 17, 1986) discuss the current validity of the Downtown Plan EIR assumptions and analysis with regard to housing amongst other subjects. The DTPEIR forecasts are considered to be long-term forecasts that focus on the amounts and types of growth expected through the year 2000. No attempt was made to forecast on an annual or short-term basis, and the long-term forecasts include a number of shorter-term ups and downs which average out over time. In general, it was concluded in the 235 Pine FEIR that no new data or information are available that would indicate that the long-term forecasts prepared for the DTPEIR are substantially off-target or misleading. With regard to the specific issue of housing impacts, it was concluded that the assumptions in the DTPEIR remain valid and the analysis remains current. Thus, for example, it was observed in the 235 Pine Comments and Responses that housing completions in San Francisco were about 940 units in 1983-84 and about 1,000 units in 1985. These figures fall squarely within the DTPEIR forecast of 600, 1,500 units per year on average (235 Pine St. Comments and Responses, p. 54).





4) <u>Transportation/Circulation.</u> Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
* (a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	—	<u>X</u>	<u>X</u>
(b) Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?	—	<u>X</u>	<u>X</u>
(c) Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?	—	<u>X</u>	<u>X</u>
(d) Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	<u>X</u>	—	<u>X</u>

Increased employment at the site would increase demand on existing transportation systems. The number of pedestrians in the area would also increase. The project would not alter existing circulation patterns except during construction; its effects on circulation during construction will be discussed in the EIR. The project would retain the existing number (230) of parking spaces on the site, and would move the existing parking entrance from Kearny Street to Sacramento Street. The project would alter existing localized circulation patterns, related to site parking. The project would not be expected to alter other circulation patterns. Localized transportation impacts of the project, including potential effects on Muni service on Sacramento Street will be analyzed in the EIR.

The cumulative transportation effects of development in the C-3 districts, including the project, are analyzed in the Downtown Plan EIR. The Planning Commission, in certifying the Downtown Plan EIR, determined that cumulative transportation impacts would have a significant impact. The cumulative analysis in the Downtown Plan regarding transportation will be summarized and incorporated by reference into the 600 California Street EIR, and the project effects in relation to cumulative impacts will be discussed. The analysis in the Downtown Plan EIR remains current regarding future and project conditions.

5) <u>Noise.</u> Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
* (a) Increase substantially the ambient noise levels for adjoining areas?	—	<u>X</u>	<u>X</u>
(b) Violate Title 24 Noise Insulation Standards, if applicable?	—	<u>X</u>	<u>X</u>
(c) Be substantially impacted by existing noise levels?	—	<u>X</u>	<u>X</u>



## Project Operation

The noise environment of the site, like all downtown San Francisco, is dominated by vehicular traffic noise. The Downtown Plan EIR indicates a day-night average noise level (Ldn) of 75 dBA on California Street and 76 dBA on Kearny Street adjacent to the site in 1984./1,2/ The Environmental Protection Element of the Master Plan contains guidelines for determining the compatibility of various land uses with different noise environments. For office and commercial uses (including retail activities), the guidelines recommend no special noise control measures in an exterior noise environment up to a Ldn of 70 dBA. For noise levels of 75 dBA and above, the guidelines recommend an analysis of noise reduction requirements and inclusion of noise insulation features in the building design. The project sponsor has indicated that noise insulation measures would be included as part of the design (see mitigation, p. 31). The proposed structure would not include housing, so Title 24 Noise Standards would not be applicable.

Project operation would not result in perceptibly greater noise levels than those existing in the area. The amount of traffic generated by the project during any hour of the day, and cumulative traffic increases at the time of project completion, would cause traffic noise levels to increase by one dBA or less. To produce a noticeable increase in environmental noise, a doubling of existing traffic volume would be required; traffic increases of this magnitude would not occur with anticipated cumulative development including the project./3/

The project would be required to comply with the San Francisco Noise Ordinance, San Francisco Police Code Section 2909, "Fixed Source Noise Levels," which regulates mechanical equipment noise. The project site and surrounding area are within the C-3-0 district. In this district, the ordinance limits equipment noise levels at the property line to 70 dBA between 7:00 a.m. to 10:00 p.m. and 60 dBA between the hours of 10:00 p.m. and 7:00 a.m. During lulls in traffic, mechanical equipment generating 70 dBA could dominate the noise environment at the site. The project engineer and architect would include design features in the building to limit mechanical equipment noise levels to 60 dBA. As equipment noise would be limited to 60 dBA to meet the nighttime limit, it would not be perceptible above the ambient noise levels in the project area; operational noise requires no further analysis and will not be included in the EIR.





## Construction

Demolition, excavation and building construction would temporarily increase noise in the site vicinity.

Project construction would take place over a maximum of 24 months, and would increase noise levels in surrounding areas. Construction noise levels would fluctuate depending on construction phase, equipment type and duration of use, distance between noise source and listener, and presence or absence of barriers between noise source and listener.

Typical construction noise levels, other than for pile driving range from 78 to 89 dBA at 50 ft. Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the City Police Code). The ordinance requires that sound levels of construction equipment other than impact tools not exceed 80 dBA at a distance of 100 ft. from the source. Impact tools (jackhammers, piledrivers, impact wrenches) must have both intake and exhaust muffled to the satisfaction of the Director of Public Works. Section 2908 of the Ordinance prohibits construction work at night, from 8:00 p.m. to 7:00 a.m., if noise would exceed the ambient noise level by five dBA at the project property lines, unless a special permit is authorized by the Director of Public Works.

The project would not require piledriving.

Nearly all of the structures in the project vicinity are office buildings except buildings across Sacramento Street, about 140 ft. west of the property line of the project site, where residential units occupy the upper floors. Exterior noise levels from the noisiest phases of construction would be about 80 dBA at a distance of 140 ft. Noise at levels greater than 60 dBA can interfere with normal speech and concentration; noise levels greater than 70 dBA would require workers and residents to close windows or shout to communicate. With the windows open, the buildings would provide a 10 dBA reduction of exterior noise levels, resulting in interior noise levels during the noisiest phases of construction of about 70 dBA at 140 ft., interfering with speech and concentration. Interior noise levels with the windows closed would be about 20 dBA lower than exterior noise levels.

No additional developments are planned in the project area which would coincide with the construction schedule of the proposed project.





In summary, during the majority of construction activity, noise levels would be expected to be above existing levels in the area. There would be times, particularly during the operation of impact wrenches, when noise would interfere with indoor activities in nearby offices, retail stores and residential units on Sacramento Street. Mitigation measures are included in the project to reduce construction noise (see p. 31). Construction noise requires no further analysis and will not be included in the EIR.

#### NOTES - Noise

/1/ San Francisco Department of City Planning, Downtown Plan Environmental Impact Report (EIR), EE81.3, certified October 18, 1984, Vol. 1, Table IV.J.2.

/2/ dBA is a measure of sound in units of decibels (dB). The "A" denotes the A-weighted scale, which simulated the response of the human ear to various frequencies of sound.

Ldn, the day-night average noise level, is a noise measurement based on human reaction to cumulative noise exposure over a 24-hour period, taking into account the greater annoyance of nighttime noises; noise between 10:00 p.m. and 7:00 a.m. is weighted 10 dBA higher than daytime noise.

/3/ See Downtown Plan EIR, Vol. 1, Continuous Section IV.E. generally and Section IV.J., pp. IV.J.8 - 18. Increases of 1 dBA or less in environmental noise are not noticeable by most people outside a laboratory situation (National Academy of Sciences, Highway Research Board, Research Report No. 117 (1971)). (See also FHWA Highway Traffic Noise Prediction Model, Report #FHWA-RD-77-108, December, 1978, p. 8, regarding doubling of traffic volumes producing increases of 3 dBA or more, which are noticed by most people.)

6)	<u>Air Quality/Climate</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*	(a) Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	_____	<u>X**</u>	<u>X</u>
*	(b) Expose sensitive receptors to substantial pollutant concentrations?	_____	<u>X</u>	<u>X</u>
	(c) Permeate its vicinity with objectionable odors?	_____	<u>X</u>	_____
	(d) Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	<u>X</u>	_____	<u>X</u>

\*\* The site-specific traffic impacts created by this project are not expected to be significant, as noted in the discussion herein. However, the localized air quality effects of the project will be discussed in the EIR.



Demolition, grading and other construction activities would temporarily affect local air quality for up to two years, causing a temporary increase in particulate dust and other pollutants. Dust emission during demolition and excavation would increase particulate concentrations near the site. Dustfall can be expected at times on surfaces within 200 to 800 ft. Under high winds exceeding 12 miles per hour, localized effects including human discomfort might occur downwind from blowing dust. Construction dust is composed primarily of large particles that settle out of the atmosphere more rapidly with increasing distance from the source. More of a nuisance than a hazard for most people, this dust could affect persons with respiratory diseases, as well as sensitive electronics or communications equipment. The project sponsor would require the contractor to wet down the construction site twice a day during construction to reduce particulates by at least 50% (see mitigation, pp. 31-32).

Diesel-powered equipment would emit, in decreasing order by weight, nitrogen oxides, carbon monoxide, sulfur oxides, hydrocarbons, and particulates. This would increase local concentrations temporarily but would not be expected to increase the frequency of violations of air quality standards. The project sponsor would require the project contractor to maintain and operate construction equipment in such a way as to minimize exhaust emissions (see mitigation, pp. 31-32). Construction air quality effects require no further analysis and will not be included in the EIR.

The cumulative effects on air quality of traffic emissions from traffic generated by development in the C-3 districts including the project are analyzed in the Downtown Plan EIR. The project effects in relation to cumulative effects will be discussed and localized air quality effects of the project will be discussed in the EIR for the project.

Potential shadowing impacts of the project on sidewalks, parks and other open spaces will be discussed in the EIR. The analysis will include sun path and shadow diagrams.

Section 148 of the Planning Code establishes comfort criteria of 11 mph equivalent wind speed for pedestrian areas and 7 mph for seating areas, not to be exceeded more than 10% of the time, year-round between 7:00 a.m. and 6:00 p.m. Project wind effects including the results of wind tunnel testing, and the effects of the project in relation to the Downtown Plan criteria will be discussed in the project EIR.





7) <u>Utilities/Public Services.</u> Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
* (a) Breach published national, state or local standards relating to solid waste or litter control?	_____	<u>X</u>	_____
* (b) Extend a sewer trunk line with capacity to serve new development?	_____	<u>X</u>	<u>X</u>
(c) Substantially increase demand for schools, recreation or other public facilities?	_____	<u>X</u>	<u>X</u>
(d) Require major expansion of power, water, or communications facilities?	_____	<u>X</u>	<u>X</u>

The Downtown Plan EIR concluded that demand for utilities and public services resulting from development in the C-3 districts under the Downtown Plan would not be significant. The project would fall within this development forecast. The Downtown Plan EIR analysis remains current and valid for future and project conditions. The Downtown Plan EIR (EE81.3, Final EIR certified October 18, 1984) may be examined at the Department of City Planning, 450 McAllister Street; the San Francisco Main Library and various branch libraries. This topic requires no further analysis in the EIR.

8) <u>Biology.</u> Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
* (a) Substantially affect a rare or endangered species of animal or plant or the habitat of the species?	_____	<u>X</u>	_____
* (b) Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	_____	<u>X</u>	<u>X</u>
(c) Require removal of substantial numbers of mature, scenic trees?	_____	<u>X</u>	_____

The site is covered by impervious surfaces. The project would not affect plant or animal habitats. This topic will not be discussed in the EIR.

9) <u>Geology/Topography.</u> Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Expose people or structures to major geologic hazards (slides, subsidence, erosion, and liquefaction)?	_____	<u>X</u>	<u>X</u>



(b)	Change substantially the topography of any unique geologic or physical features of the site?	<u>Yes</u> _____	<u>No</u> <u>  X  </u>	<u>Discussed</u> _____
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The project site is at about 36 ft., San Francisco Datum (SFD)./1/ Soils at the site consist of loose to medium-dense sand (approximately five to 10 ft.), very stiff clayey and sandy soil (approximately 10 ft.), underlain by highly weathered bedrock of interbedded sandstone, and shale./2/ Groundwater levels are expected to be between 10 and 20 ft. below the ground surface./2/

Excavation for the project foundations and parking garage would be conducted to a depth of about six to 16 ft. SFD. The existing basement is at about 24 ft. SFD. Maximum excavation depth would be to about 30 ft. below grade or about 18 ft. below the existing basement (six ft. SFD)./2/ The project would be supported by a five-foot-thick mat foundation bearing on bedrock on the western portion of the site and on clayey soil on the eastern portion of the site./2/

Dewatering would be required during excavation, and could cause some settlement of nearby buildings. The project would include measures to mitigate this potential impact (see p. 32).

Pit walls would be shored up to prevent lateral movement during excavation. The adjacent Hartford Building may need to be underpinned should excavation go below the base of its foundation, to avoid such damage as cracking of walls or foundations or sagging of floors. The building contractor must comply with the San Francisco Building Code and the Excavation Standards of the California Occupational Safety and Health Agency. Pre-construction surveys of adjacent streets and buildings would be conducted if so recommended in the final soils report and would determine what measures, if any, would be needed to protect these structures.

The closest active faults to San Francisco are the San Andreas Fault, about nine miles southwest of Downtown, and the Hayward and Calaveras Faults, about 15 and 30 miles east of Downtown, respectively. The project area would experience Strong (Intensity Level D, general but not universal fall of brick chimneys and cracks in masonry and brick work) groundshaking during a major earthquake./3/ The site is within an area of liquefaction or subsidence./4/ However, the preliminary geotechnical report determined





that the site would not be susceptible to severe liquefaction and subsidence./2/ It is not within an area of potential tsunami or seiche flooding./5/

The project sponsor would follow the recommendations of structural and foundation reports to be prepared for any excavation and construction on the site. The project must meet current seismic engineering standards of the San Francisco Building Code which include earthquake-resistant design and materials. The Code is designed to allow for some structural damage to buildings but not collapse during a major earthquake (see also Mitigation Measures, p. 32, for the project's emergency response plan). The project would replace the existing Federal Home Loan Building and the parking garage, both built prior to current seismic safety code standards and therefore generally more susceptible to earthquake damage.

The project would not have a substantial effect on geology or topography, and this topic will not be discussed in the project EIR.

#### NOTES - Geology/Topography

/1/ San Francisco City Datum established the City's "0" point for surveying purposes at approximately 8.6 ft. above mean sea level.

/2/ Harding Lawson Associates, Phase 1 Geotechnical Consultation, Proposed Office Building, California and Kearny Streets, February 7, 1986, available for review at the Department of City Planning, Office of Environmental Review, 450 McAllister Street, Sixth Floor. A final report will be prepared for the project.

/3/ URS/John A. Blume and Associates, San Francisco Seismic Safety Investigation, 1974. Groundshaking intensities that would result from a major earthquake were projected and classified on a five-point scale ranging from E (Weak) through A (Very Violent).

/4/ Ibid. The project site is included within an area of liquefaction potential and in a subsidence hazard area. Liquefaction is the transformation of granular material, such as loose, wet sand, into a fluid-like state similar to quicksand. Subsidence is a lowering of the ground surface from settlement of fill or alluvium. This can occur from groundshaking, withdrawal of groundwater, or other causes.

/5/ A.W. Garcia and J.R. Houston, Type 16 Flood Insurance Study: Tsunami Predictions for Monterey and San Francisco Bays and Puget Sound, Federal Insurance Administration, Department of Housing and Urban Development, November, 1975. Maximum flood elevations for earthquake-induced tsunamis have been estimated to be about elevation -3.5 ft. for a 100-year event and 0.5 ft. for a 500-year event (elevations from San Francisco Datum, 8.64 ft. above mean sea level), both of which would be below site grade.





10) <u>Water</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
* (a) Substantially degrade water quality, or contaminate a public water supply?	_____	<u>X</u>	_____
* (b) Substantially degrade or deplete ground water recharge?	_____	<u>X</u>	<u>X</u>
* (c) Cause substantial flooding, erosion or siltation?	_____	<u>X</u>	_____

As discussed above, the project would include excavation to depths that reach the water table, and dewatering could be required. Dewatering could produce localized subsidence, which could damage streets or older buildings in the immediate site vicinity. The sponsor has agreed to measures to mitigate the effects of dewatering (see p. 32). Site runoff would drain into the City's combined sanitary and storm drainage system. The project would not affect drainage patterns or water quality because the site is now entirely covered with impermeable surfaces. No further analysis of this topic is required in the EIR.

11) <u>Energy/Natural Resources</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
* (a) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	_____	<u>X</u>	<u>X</u>
* (b) Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	_____	<u>X</u>	<u>X</u>

Annual energy consumption by existing office and retail uses on the site is about 3.07 million kWh of electricity and about 35,600 therms of steam, equal to about 35.0 billion Btu at the source./1,2/ A minimal but unknown amount of energy is consumed by the parking garage on the site. Natural gas is not used by existing uses at the site.

Removal of existing structures would require an unknown amount of energy. Fabrication and transportation of building materials, worker transportation, site development, and building construction would require about 641 billion Btu of gasoline, diesel fuel, natural gas, and electricity./3/ Distributed over the estimated 50-year life of the project, this would be about 12.8 billion Btu per year, or about 36% of building energy requirements.

New buildings in San Francisco are required to conform to energy conservation standards specified by Title 24 of the California Administrative Code. Documentation showing



compliance with these standards is submitted with the application for the building permit and is enforced by the Bureau of Building Inspection.

Table 1, p. 22, shows the estimated operational energy which would be used by the project. Project demand for electricity during PG&E's peak electrical load periods, July and August afternoons, would be about 740 kW, an estimated 0.005% of PG&E's peak load of 16,000 MW./4/ Project demand for natural gas during PG&E's peak natural gas load periods, January mornings, would be 7 million Btu per day, or about 0.2% of PG&E's peak load of about 3.7 billion Btu per day./4/ Annual and peak daily electricity and natural gas consumption are shown in Figures 3 and 4, pp. 23-24. Measures to reduce energy consumption are included as part of the project (see pp. 33-34).

Project-related transportation would cause additional, off-site energy consumption. Annual project-related trips (about 189,000 auto vehicle trip ends [vte], about 184,000 bus person trips ends [pte], 18,300 train pte, 7,700 ferry pte, 14,100 jitney/van/taxi/motorcycle/charter bus pte, 210,000 BART pte, and 281,000 Muni electric pte) would require about 121,700 gallons of gasoline and diesel fuel and about 1.29 million kWh of electricity annually, as indicated in Table 2, p. 25. These figures were calculated based on data contained in the Downtown Plan EIR. The total annual transportation energy demand, converted with at-source factors to a common thermal energy unit, would be about 30.8 billion Btu, the energy equivalent of 5,500 barrels of oil. This projected use is based upon the mix of highway vehicles in California in 1987. Vehicle fuel use is expected to decrease as the vehicle fleet becomes more efficient.

Projections of electrical use for growth that would occur under the Downtown Plan, as analyzed in the Downtown Plan EIR, indicate an increase of about 330 to 350 million kWh per year between 1984 and 2000, as a result of all new development occurring in the C-3 district. Natural gas consumption is expected to increase by 470 million cubic ft. (about five million therms) per year during the same time period, of which 210 cubic ft. (about two million therms) per year would be for office uses.

Increased San Francisco energy demands to the year 2000 would be met by PG&E from nuclear sources, oil and gas facilities, hydroelectric and geothermal facilities, and other sources such as cogeneration, wind and imports. PG&E plans to continue receiving most of its natural gas from Canada and Texas under long-term contracts.





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TABLE 1: ESTIMATED PROJECT ENERGY USE/a/

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Daily Natural Gas Consumption/b/

Estimated natural gas consumption per sq. ft.	11.5 Btu/c/
Estimated daily natural gas consumption	37.5 Therms

Monthly Electric Consumption/b/

Estimated electrical consumption per sq. ft.	0.86 kWh (8,810 Btu)/d/
Estimated total electrical consumption	279,000 kWh (2.8 billion Btu)

Annual Consumption

Estimated total annual natural gas consumption	11,060 Therms (1.11 billion Btu)
Estimated total annual electrical consumption	3.4 million kWh (34.8 billion Btu)
Estimated total annual energy consumption	35.9 billion Btu (6,410 barrels of oil)

---

/a/ Energy use includes space conditioning, service water heating and lighting in accordance with allowable limits under Title 24. Estimated electricity includes an additional three kWh/sq. ft./year, consumed by appliances such as typewriters, computers, coffee makers, etc., than assumed by Title 24 estimates.

/b/ Electricity and gas consumption were calculated for the project by Flack & Kurtz, Consulting Engineers. These calculations are available for review at the Office of Environmental Review, 450 McAllister St.

/c/ Btu (British thermal unit): a standard unit for measuring heat. Technically, it is the quantity of heat required to raise the temperature of one pound of water 1 degree Fahrenheit (251.97 calories) at sea level.

/d/ Energy Conversion Factors:	one gallon gasoline	=	125,000 BTU
	one kilowatt (kW)	=	10,239 BTU
	one therm	=	100,000 BTU
	one barrel oil	=	5,600,000 BTU

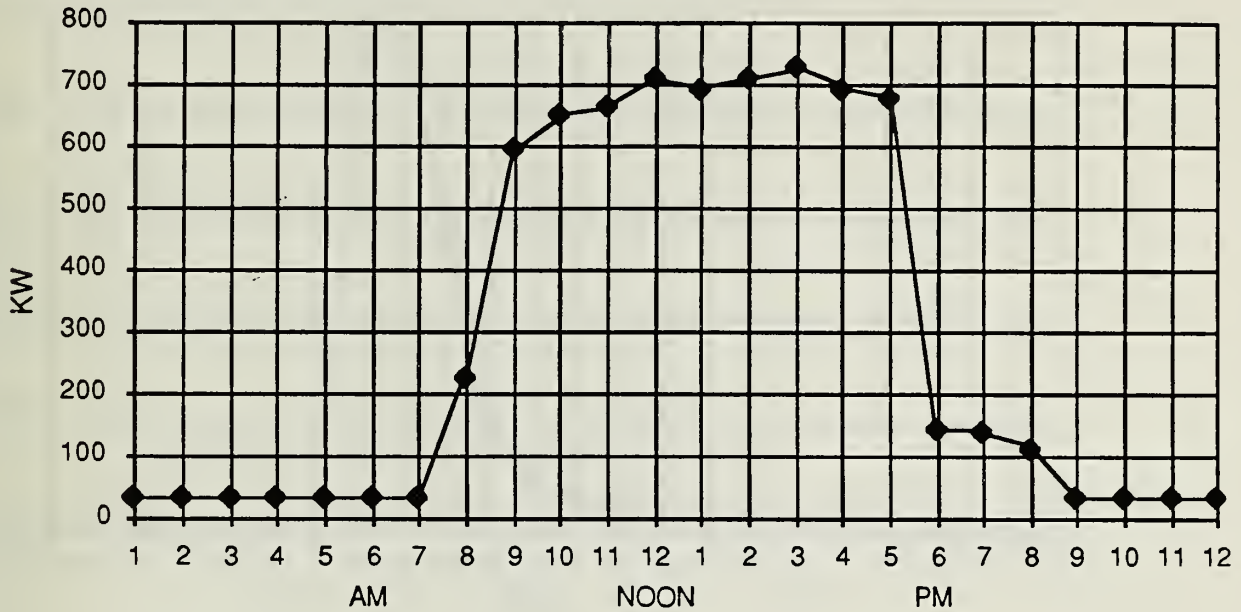
SOURCE: Environmental Science Associates, Inc. and Department of City Planning

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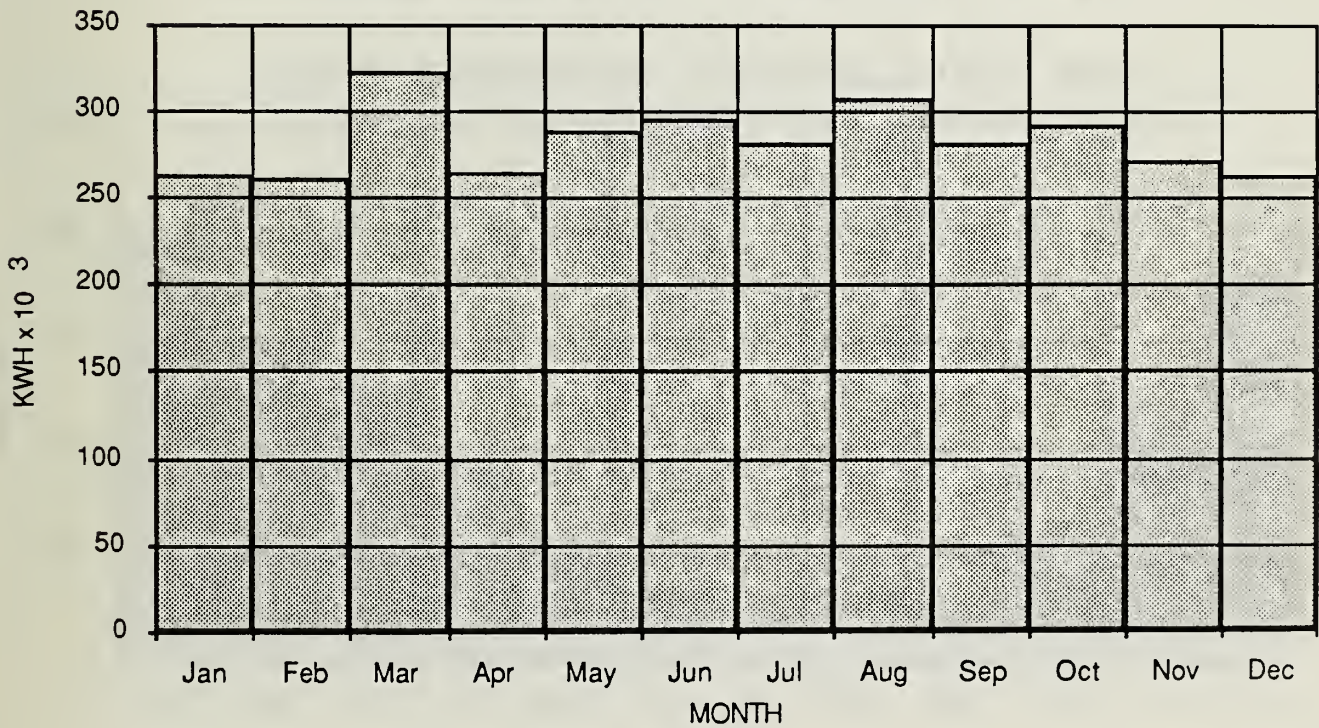
The Downtown Plan EIR concluded that energy consumption resulting from development in the C-3 district under the Downtown Plan would not be significant and that conclusion remains valid for the future and project conditions. The Downtown Plan EIR (EE81.3, Final EIR certified October 18, 1984) may be examined at the Department of City Planning, 450 McAllister Street; the San Francisco Main Library; and various branch libraries.



PEAK DAY ELECTRICAL DEMAND BY HOUR (AUGUST)



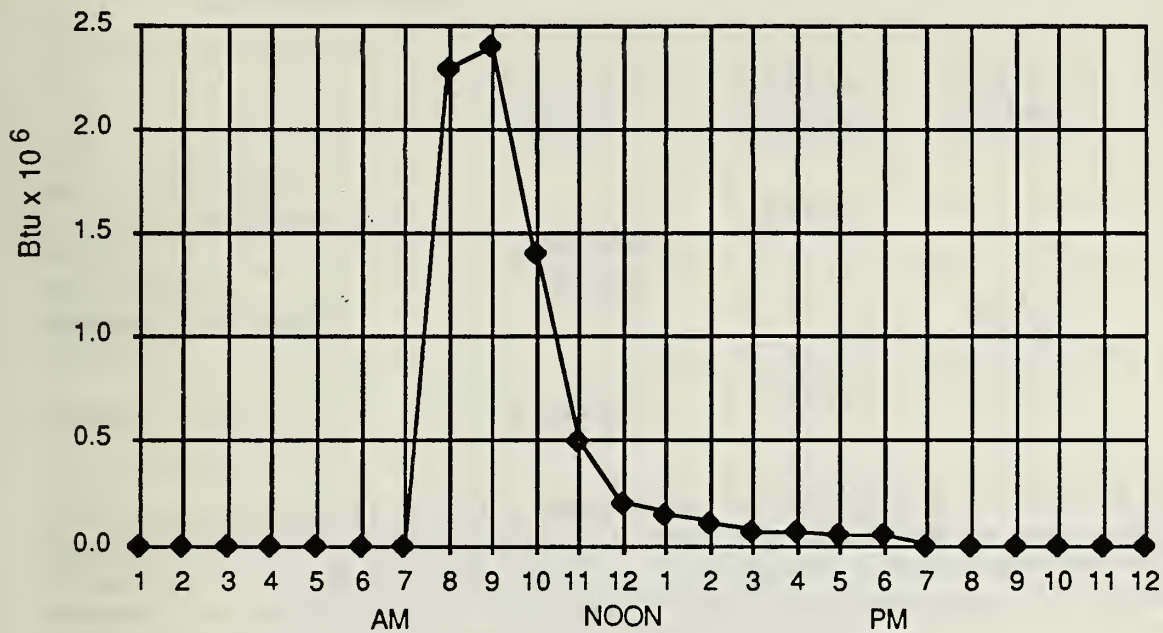
ANNUAL CONSUMPTION OF ELECTRICITY BY MONTH







### PEAK DAY NATURAL GAS DEMAND BY HOUR (JANUARY)



### ANNUAL CONSUMPTION OF NATURAL GAS BY MONTH

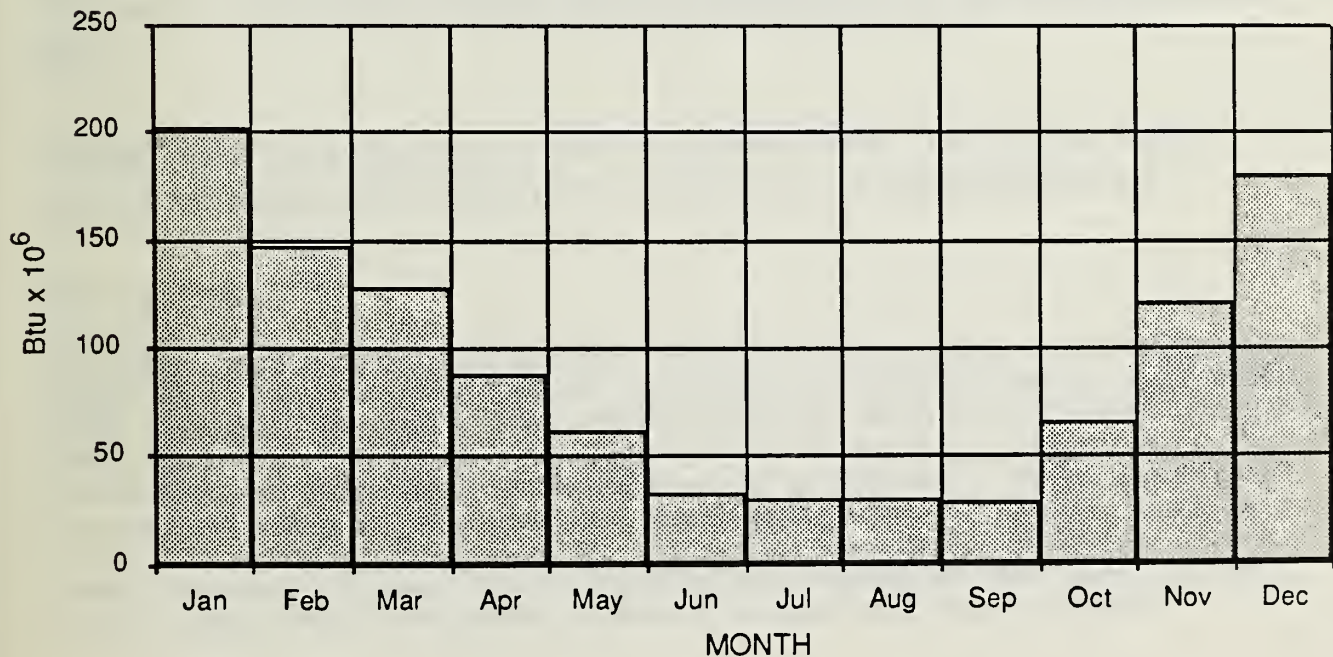


FIGURE 4  
PROJECTED NATURAL GAS  
DISTRIBUTION CURVES

600 California Street  
Federal Home Loan Bank of San Francisco

SOURCE: ESA





TABLE 2: PROJECT-RELATED ANNUAL TRANSPORTATION ENERGY CONSUMPTION/a/

	Electricity (kWh)	Gasoline (Gallons)	Diesel (Gallons)	Total Btu (Billion)
Auto/Taxi/Jitney/ Motorcycle/Charter Bus	--	97,000	--	13.6
BART	1,159,000	--	--	11.9
Muni Electric	129,000	--	--	1.3
Regional Bus Systems	--	--	20,450	3.3
SPRR	--	--	4,240	0.69
Project Total	1,290,000	97,000	24,700	30.8

/a/ The methods used to calculate these figures are described in detail in the Downtown Plan EIR, EE81.8, certified November 18, 1984, Appendix N and the associated data is contained in Table No. 6 of that document. Calculations are also based on vehicle miles travelled (see calculations for the project on file at the Department of City Planning, Office of Environmental Review, 450 McAllister Street).

SOURCE: Environmental Science Associates, Inc.

This topic, energy impacts, requires no further analysis and will not be discussed in the EIR.

Average water use is projected to be 21,100 gallons per day. This demand could be accommodated by existing supplies. This topic will not be discussed in the EIR.

#### NOTES - Energy

/1/ Existing energy use is based on PG&E bills which were available only for the months of March, April, May, June, July, October and November of 1985 and January and February 1986. Energy use for months without available bills was based on months with bills which were expected to be comparable in energy use. To account for a 12-month period, August consumption was estimated to be the same as July, and September was estimated to be the same as October use. For steam use, March, April, June, July, August, September, October, November and December 1985 consumption was based on PG&E bills and March values were used to estimate January and February consumption; April consumption was used to estimate May's consumption in order to account for a 12 month period.



/2/ The British thermal unit (Btu) is the quantity of heat required to raise the temperature of one pound of water one degree Fahrenheit at sea level; all references to Btu in this Initial Study are at-source values. The term "at-source" means that adjustments have been made in the calculation of the thermal energy equivalent (Btu) for losses in energy that occur during generation, transmission, and distribution of the various energy forms as specified in: ERCDC, 1977, Energy Conservation Design Manual for New Non-Residential Buildings, Energy Conservation and Development Commission, Sacramento, California and Apostolos, J.A., W.R. Shoemaker, and E.C. Shirley, 1978 Energy and Transportation System, California Department of Transportation, Sacramento, California, Project #20-7, Task 8.

/3/ Hannon, B., et al., 1978, "Energy and Labor in the Construction Sector", Science 202:837-847.

/4/ San Francisco Department of City Planning, Downtown Plan Environmental Impact Report (EIR) (EE81.3), certified October 18, 1984, Vol. 1, pp. IV.G.3-4.

12) <u>Hazards</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
* (a) Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	___	<u>X</u>	___
* (b) Interfere with emergency response plans or emergency evacuation plans?	___	<u>X</u>	<u>X</u>
(c) Create a potentially substantial fire hazard?	___	<u>X</u>	<u>X</u>

The project would increase the daytime population in downtown San Francisco.

Employees in the proposed building would contribute to congestion if an emergency evacuation of the downtown area were required. An evacuation and emergency response would be developed as part of the proposed project (see p. 34). The project's emergency plan would be coordinated with the City's emergency planning activities. This mitigation measure is proposed as part of the project; thus this topic will not be discussed in the EIR.

The increased number of persons using the site would not substantially increase the fire hazard at the site as the project would be required to conform to the Life Safety provisions of the San Francisco Building Code and Title 24 of the State Building Code. The Fire Department has determined that no additional fire stations would be needed to serve cumulative development until the most major proposals came on-line (such as Rincon Point/South Beach and Mission Bay (Edward Phipps, Assistant Chief, Support Services, letter, July 9, 1984). Therefore, it is not anticipated that the project would create a substantial fire hazard and this issue will not be discussed in the EIR.





13) <u>Cultural</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
* (a) Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group; or a paleontological site except as a part of a scientific study?	<u>X</u>	<u>—</u>	<u>X</u>
(b) Conflict with established recreational, educational, religious or scientific uses of the area?	<u>—</u>	<u>X</u>	<u>—</u>
(c) Conflict with the preservation of buildings subject to the provisions of Article 10 or Article 11 of the City Planning Code?	<u>—</u>	<u>X</u>	<u>X</u>

Excavation required for the project would occur in existing disturbed soils and fill and 18-ft. below foundations of the existing buildings. Archival research was conducted regarding the possibility of encountering artifacts on the site./1/ The project site historically was situated about one block west of the shoreline at Yerba Buena Cove before 1849 (pre-historic through Spanish-Mexican period). The archival research report indicates that archaeological remains from the Spanish-Mexican, Gold Rush and City Building periods could exist on the site./1/ Such a find could be considered of potential archaeologic and historic significance. Cultural resources will be discussed in the EIR.

The San Francisco Department of City Planning conducted a citywide inventory of architecturally significant buildings in 1976. In that inventory, approximately ten percent of the City's entire stock of buildings were awarded a rating for architectural merit ranging from a low of "0" to a high of "5". The total number of buildings which were rated from "3" to "5" represent less than two percent of the City's entire building stock.

The Foundation for San Francisco's Architectural Heritage conducted a survey which assigned ratings to buildings in the C-3 District. The survey rated buildings from a high of "A" (Highest importance) to "D" (Minor or No Importance). The criteria used in the evaluation were based on guidelines of the National Trust for Historic Preservation, the National Register of Historic Places, and the State Historic Resources Inventory.

The Downtown Plan categorizes historically and architecturally significant buildings into either Category I or II (significant buildings) or Category III or IV (contributory buildings).



It is the intent of the Downtown Plan that only those buildings categorized I, II, III or IV would be protected within the C-3 area.

Figure 5, p. 29, identifies those buildings in the project area that are landmarks or are included in the (1) Department of City Planning 1976 Architectural Inventory, the (2) Heritage Survey, and/or (3) the Downtown Plan.

The two buildings which occupy the site, the 600 California Street office building and the 551 Kearny Street parking garage, would be demolished for the project. Neither is designated significant or contributory for architectural merit in the Downtown Plan.

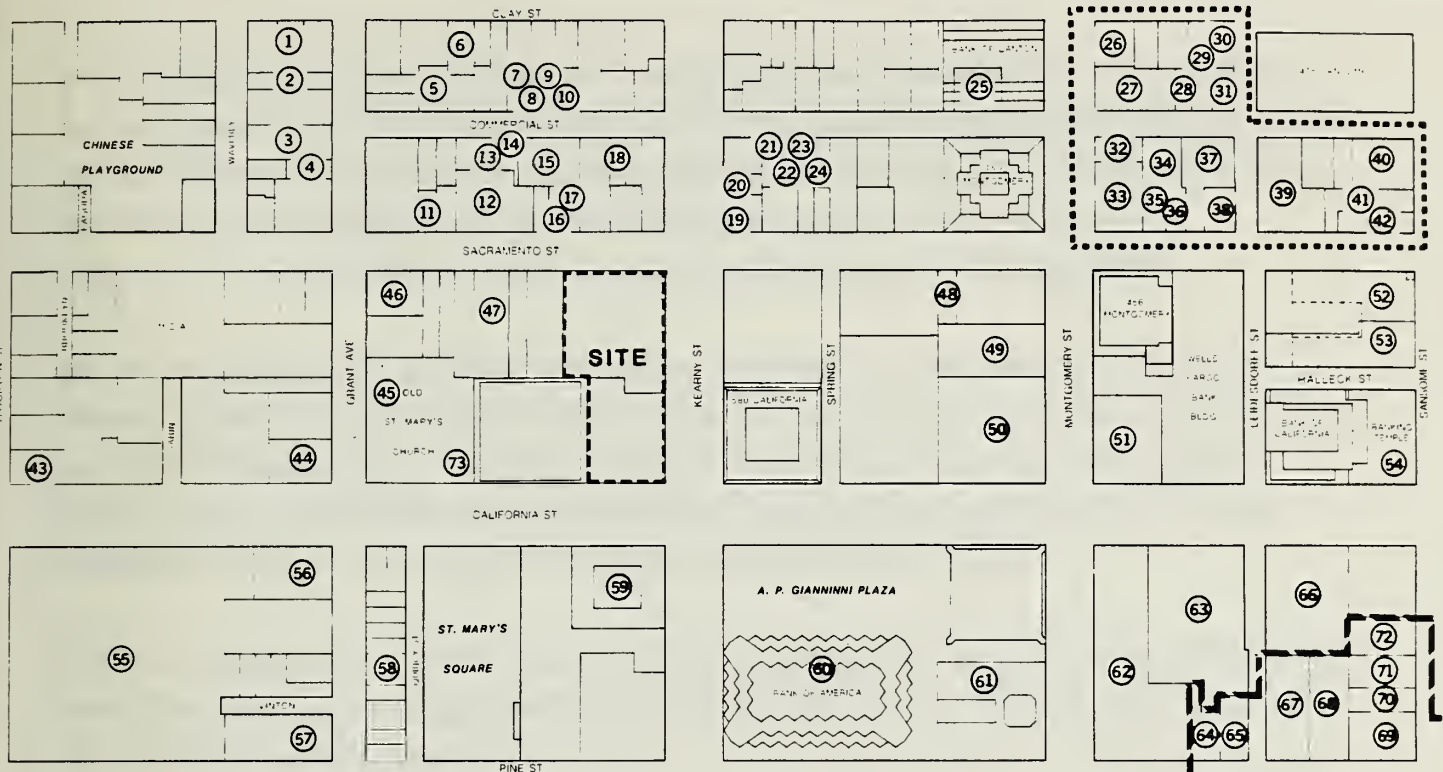
None of the buildings on the project block, including those on the project site, were rated by Heritage in its 1978 survey of the Downtown C-3 District, or are included in Categories I-IV (significant and contributory) for architectural merit in the Downtown Plan and Planning Code. The Kearny-Belden Conservation District of the Downtown Plan, and designated in Article 11 of the City Planning Code, is located about one block south of the project site. Four buildings on the project block are rated in the Department of City Planning's Architectural Inventory of 1976: St. Mary's Church (west of the project site) at the intersection of California Street and Grant Avenue is rated "4", an adjacent Church annex on California Street (immediately east of St. Mary's Church) is rated "2", and the 654-70 Grant Avenue building and Nan Kue Chinese School building at 755 Sacramento Street (both west of the project site) are rated "1".

Within a one block radius east of the project site are three rated buildings (see Figure 5, p. 29). The Financial Center building at 405 Montgomery Street, one block east of the site, was constructed in 1927; it is rated "A" by Heritage and is a Category I (retain essentially intact) of the Downtown Plan. Adjacent to and north of the Financial Center building is the Kemper Building, at 417 Montgomery, constructed in 1936. The Kemper Building is rated "C" by Heritage; it is not in Categories I-IV of the Downtown Plan. Neither of these buildings are rated in the 1976 City Planning survey.

Within one block south, southeast, and southwest of the site are seven rated buildings including the California Commercial Union Building, 315 Montgomery, at the northwest corner of Pine and Montgomery Streets (one block southeast of the







#### NO. ADDRESS

1	815 CLAY
2	747 GRANT
3	723 GRANT
4	717 GRANT
5	764 COMMERCIAL
6	757 CLAY
7	750 COMMERCIAL
8	740 COMMERCIAL
9	734 COMMERCIAL
10	730 COMMERCIAL
11	770 SACRAMENTO
12	746-62 SACRAMENTO
13	761 COMMERCIAL
14	755 COMMERCIAL
15	731-49 COMMERCIAL
16	732-34 SACRAMENTO
17	728-30 SACRAMENTO
18	715 COMMERCIAL
19	600-602 KEARNY
20	610-612 KEARNY
21	685-7 COMMERCIAL
22	681-3 COMMERCIAL
23	673-5 COMMERCIAL
24	667-71 COMMERCIAL
25	608 COMMERCIAL (U.S. MINT & SUBTREASURY) (L34)
26	552 MONTGOMERY
27	540-60 MONTGOMERY
28	564-6 COMMERCIAL
29	559-61 CLAY
30	553-7 CLAY
31	554 COMMERCIAL
32	520 MONTGOMERY
33	500 MONTGOMERY
34	569 COMMERCIAL (L142)
35	576 SACRAMENTO
36	568 SACRAMENTO

#### DOWNTOWN PLAN SPENDID SURVIVORS DCP SURVEY

-	-	1
-	-	3
-	-	2
-	-	1
-	-	1
-	-	3
-	-	3
-	-	2
-	-	1
-	-	2
-	-	1
-	-	3
-	-	2
-	-	0
-	-	2
-	-	1
-	-	2
-	-	0
-	-	0
III	-	3
I	A	4
IV	C	-
I	B	1
IV	C	-
IV	C	-
I	A	0
-	B	3
I	B	5
I	A	4
IV	C	-
IV	B	4

#### NO. ADDRESS

37	560 SACRAMENTO
38	558 SACRAMENTO
39	222 LEIDESDORFF (PG&E STATION J)
40	415-29 SANSOME
41	407-11 SANSOME
42	401-5 SANSOME (SUN BLDG)
43	790 CALIFORNIA
44	700 CALIFORNIA
45	OLD ST. MARY'S CHURCH
46	654-70 GRANT
47	755 SACRAMENTO
48	615 SACRAMENTO (L146)
49	417 MONTGOMERY
50	405 MONTGOMERY
51	400 MONTGOMERY (L161)
52	345 SANSOME
53	343 SANSOME
54	400 CALIFORNIA (BANK OF CALIFORNIA TEMPLE) (L3)
55	COGSWELL COLLEGE
56	555-87 GRANT
57	501-15 GRANT
58	528-32 GRANT
59	INTERNATIONAL BLDG.
60	BANK OF AMERICA
61	315 MONTGOMERY
62	300 MONTGOMERY
63	465 CALIFORNIA
64	358-60 PINE
65	348-54 PINE
66	433 CALIFORNIA
67	340-4 PINE
68	332 PINE
69	201 SANSOME (L160)
70	217-21 SANSOME
71	231 SANSOME
72	233-41 SANSOME
73	ST. MARY'S ANNEX

#### DOWNTOWN PLAN SPENDID SURVIVORS DCP SURVEY

IV	C	-
IV	C	-
I	B	3
IV	B	1
I	C	1
I	C	3
-	-	-
-	-	3
-	-	4
-	-	1
-	-	1
III	B	1
-	C	-
I	A	-
I	A	4
-	C	1
III	B	1
I	A	5
I	-	4
-	-	2
-	-	1
-	-	1
IV	-	-
-	-	4
I	A	-
I	B	1
I	A	5
IV	C	-
I	C	-
-	A	5
IV	B	1
II	B	-
I	A	3
I	C	2
I	B	1
I	B	1
-	-	2

(L34) CITY LANDMARK NO.

----- COMMERCIAL-LEIDESDORFF CONSERVATION DISTRICT

----- PINE-SANSOME CONSERVATION DISTRICT (PARTIAL)



600 California Street  
Federal Home Loan Bank of San Francisco

SOURCES: DOWNTOWN PLAN, SPENDID SURVIVORS, DCP, AND ESA

FIGURE 5  
ARCHITECTURAL RESOURCES  
IN THE PROJECT VICINITY





project site) rated "A" by Heritage, and Category I in the Downtown Plan. This building was not rated in the 1976 City Planning survey. The International Building, directly south across California Street from the project site, was constructed in 1960 and is rated "4" in the 1976 City Planning survey. The building is not rated by Heritage and is not categorized as historically or architecturally significant in the Downtown Plan.

Within one block north, northeast, and northwest of the site, there are 25 rated buildings none of which were rated in the Downtown Plan or Heritage Survey, but which were rated in the City Planning survey. Ratings ranged from "0" for several buildings located on Commercial St. (673-5 Commercial and 667-71 Commercial) to ratings of "3" for four buildings (747 Grant, 757 Clay, 750 Commercial and 755 Commercial).

Within one block west of the site are two rated buildings; the 790 California St. building is rated Category I in the Downtown Plan and the 700 California St. building is rated "3" in the 1976 City Planning Survey.

The project would not affect any architectural resources on the project block or in the project vicinity; this subject will not be discussed in the EIR.

#### NOTE - Cultural

/1/ Mason Tillman Associates, April 11, 1986, 600 California Street Project, Archival Report. This report is on file and available for public review at the Department of City Planning, Office of Environmental Review, 450 McAllister Street.

C. <u>OTHER</u>	<u>Yes</u>	<u>No</u>	<u>Discussed</u>	
Require approval of permits from City Departments other than Department of City Planning or Bureau of Building Inspection, or from Regional, State or Federal Agencies?	___	<u>X</u>	___	
D. <u>MITIGATION MEASURES</u>	<u>Yes</u>	<u>No</u>	<u>N/A</u>	<u>Discussed</u>
1) If any significant effects have been identified, are there ways to mitigate them?	<u>X</u>	___	___	<u>X</u>
2) Are all mitigation measures identified above included in the project?	X			



The following are mitigation measures related to topics determined to require no further analysis in the EIR. The EIR will contain a mitigation chapter describing these measures and including other measures which would be, or could be, adopted to reduce potential adverse effects of the project identified in the EIR.

#### Visual Quality

- In order to reduce obtrusive light or glare, the project sponsor would not use mirrored glass on the building.

#### Noise

- The project sponsor would require the project contractor to muffle and shield intakes and exhaust, shroud or shield impact tools, and use electric-powered, rather than diesel-powered, construction equipment, as feasible, so that noise would not exceed limits stated in the City's Noise Ordinance (Article 29, San Francisco Administrative Code, 1972).
- The project sponsor would require the general contractor to construct barriers around the site and stationary equipment such as compressors, which would reduce construction noise by as much as five dBA, and to locate stationary equipment in pit areas or excavated areas as these areas would serve as noise barriers.
- As recommended by the Environmental Protection Element of the San Francisco Master Plan, an analysis of noise reduction measurements would be prepared by the project sponsor and recommended noise insulation features could be included as part of the proposed building. For example, such design features could include fixed windows and climate control.

#### Construction Air Quality

- The project sponsor would require the general contractor to sprinkle demolition sites with water continually during demolition activity; sprinkle unpaved construction areas with water at least twice per day to reduce dust generation by about 50%; cover stockpiles of soil, sand, and other materials; cover trucks hauling debris, soils, sand or other such material; and sweep streets surrounding demolition and





construction sites at least once per day to reduce TSP emissions. The project sponsor would require the general contractor to maintain and operate construction equipment so as to minimize exhaust emissions of TSP and other pollutants by such means as a prohibition on idling motors when equipment is not in use or trucks are waiting in queues, and implementation of specific maintenance programs (to reduce emissions) for equipment that would be in frequent use for much of the construction period.

### Geology/Topography

- A detailed foundation and structural design study would be conducted for the building by a California-licensed structural engineer and a geotechnical consultant. The project sponsor would follow the recommendations of these studies during the final design, excavation and construction of the project.
- If dewatering were necessary, any groundwater pumped from the site would be retained in a holding tank to allow suspended particles to settle, if this is found necessary by the Industrial Waste Division of the Department of Public Works, to reduce the amount of sediment entering the storm drain/sewer lines.
- Should dewatering be necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the soils report would contain a determination as to whether or not a lateral and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the Department of Public Works would require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the project sponsor to perform this monitoring. Groundwater observation wells would be installed to monitor the level of the water table and other instruments would be used to monitor potential settlement and subsidence. If, in the judgment of the Special Inspector, unacceptable subsidence were to occur during construction, groundwater recharge would be used to halt this settlement. The project sponsor would delay construction if necessary. Cost for the survey and any necessary repairs to service under the street would be borne by the project sponsor.



## Water Quality

- See the second measure under Geology/Topography, above, for mitigation proposed to prevent sediment from entering storm sewers.

## Energy

### Proposed As Part of the Project

- The project would meet the energy requirements of the State Administrative Code Title 24, Part 6, Article 2. Energy Conservation Standards for New Non-Residential Buildings.

### Measures Under Consideration by the Project Sponsor

Depending on the final design and energy requirements of the project, the sponsor is considering the following additional conservation measures:

- Use of natural gas for space and hot water heating.
- Multiple light-switching; a variable air volume air conditioning system; and an outside-air/return-air economizer cycle.
- A carbon monoxide monitoring system to control garage ventilation and avoid unnecessary operation of fans.

### Other Measures

- A water economizer cycle system using condenser water to generate chilled water could be installed, so that in hot weather the heat exchangers would cool the water without using excessive amount of electricity.
- The project could incorporate low-flow plumbing to conserve electricity.
- Fluorescent lights with parabolic diffusers could be used to conserve energy and reduce glare. Return-air diffuser slots in light fixtures could reduce air conditioning



loads by removing part of the heat generated by light fixtures. Whenever possible, office suites could be equipped with individualized light switches, and time clock operation to conserve electrical energy.

- The sponsor could perform a thorough energy audit of the structure's actual energy use after the first year of occupancy, and implement all cost effective alterations to the structure's energy system identified in the audit, and make results of the audit available to the City.

### Hazards

- An evacuation and emergency response plan would be developed by the project sponsor or building management staff, in consultation with the Mayor's Office of Emergency Services to insure coordination between the City's emergency planning activities and the project's plan and to provide for building occupants in the event of an emergency. The project plan would be reviewed by the Office of Emergency Services and implemented by building management insofar as feasible before issuance of final building permits by the Department of Public Works.
- To expedite implementation of the City's emergency response plan, the project sponsor would prominently post information for building occupants concerning what to do in the event of a disaster.

E. MANDATORY FINDINGS OF SIGNIFICANCE	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history?	_____	<u>  X  </u>	_____

\* Derived from State EIR Guidelines, Appendix G, normally significant effect.





	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	<u>      </u>	<u>  X  </u>	<u>      </u>
*3. Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	<u>  X  </u>	<u>      </u>	<u>  X  </u>
*4. Would the project cause substantial adverse effects on human beings, either directly or indirectly?	<u>      </u>	<u>  X  </u>	<u>      </u>
*5. Is there a serious public controversy concerning the possible environmental effect of the project?	<u>      </u>	<u>  X  </u>	<u>      </u>

The project would contribute to cumulative impacts in the areas of transportation and air quality. The EIR will discuss by reference the analyses for air quality and transportation contained in the Downtown Plan EIR. Those remain valid conservative analyses for future and project conditions.

#### F. DETERMINATION THAT A TIERED EIR IS REQUIRED

In light of the discussion in this Initial Study, a tiered EIR is required for this project pursuant to the requirements of Section 21094(b) as follows:

1. The project would be consistent with the Downtown Plan, policies and ordinances for which a Final EIR (EE81.3) was certified October 18, 1984;
2. The project would be consistent with applicable local land use plans and zoning pursuant to the Downtown Plan and Planning Code, with allowable exceptions; and,
3. Section 21166 does not apply.

As noted, the EIR cumulative impact analysis will rely on the Downtown Plan EIR (DTPEIR) cumulative impact analysis, and that analysis remains valid. The validity of the DTPEIR assumptions and analysis was recently re-established in the Final EIR (FEIR) for 235 Pine St. (84.432E, certified April 17, 1986). (See material contained in the 235 Pine St. Draft Summary of Comments and Responses, at pp. 9-21, 25-30, 32-38 and 54-59.)



The 235 Pine St. EIR Comments and Responses discuss the current validity of the Downtown Plan EIR assumptions and analysis with regard to development and land use forecasts, employment growth, transportation impacts, office rental and vacancy rates and housing production. The DTPEIR forecasts are considered to be long-term forecasts that focus on the amounts and types of growth expected through the year 2000. No attempt was made to forecast on an annual or short-term basis, and the long-term forecasts include a number of shorter-term ups and downs which average out over time. In general, it was concluded in the 235 Pine FEIR that no new data or information are available that would indicate that the long-term forecasts prepared for the DTPEIR are substantially off-target or misleading. With regard to the more specific issues such as transportation impacts, office vacancy rates, housing impacts, etc., it was concluded that the assumptions in the DTPEIR remain valid and the analysis remains current.





G. ON THE BASIS OF THIS INITIAL STUDY

       I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.

       I find although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures, numbers        in the discussion, have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

  X   I find that the proposed project MAY have a significant effect on the environment, and a tiered ENVIRONMENTAL IMPACT REPORT is required.



Barbara W. Sahm  
Environmental Review Officer

for

Dean L. Marcris  
Director of Planning

Date: 7/10/86



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